

German Democratic Republic

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FDD Abstract

MISCELLANEOUS REICHSBAHN INFORMATION (6 pp; German, [REDACTED] Place of acquisition:
[REDACTED] Date of distribution: 4 Feb 53; Date of information:

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The document consists of 6 typewritten pages containing miscellaneous railroad information as follows:

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The first page, dated 26 November 1952, with [REDACTED] heading, contains information about the section of the Northern Belt Line from Birkenwerder to Wustermark. The note mentions a proposed transfer station for the S-Bahn (Berlin intra-urban railroad) at Hohenneuendorf for transfers between the Northern Belt Line and the line to Oranienburg. The note also speaks of a proposed construction of the Northern Belt Line at Wustermark at an estimated cost of 30 million Deutsche marks in 1953.

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The second page, dated 26 November 1952, with a [REDACTED] heading, contains information regarding a proposed railroad station "Blankenburg-Nord" between Blankenburg and Karow on the Northern Belt Line. A turnout leads the S-Bahn into the Northern Belt Line at Blankenburg-Nord.

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The third page, dated 9 December 1952, with a [REDACTED] heading, contains information about construction of the railroad line from Dresden via Pirna and Schandau to the Czechoslovak border as follows: Section I, the Dresden-Heidenau-Pirna line was put into double tracked operation on 15 September 1952. The double track expansion of the railroad bridge near Pirna over the Gottleuba River will apparently be completed by 30 November 1952. The section Pirna - Ober Vogelgesang of section II had been double-tracked by 10 November 1952 and will be put in operation by 15 November 1952 after completion of the safety installations. Work on the remaining sections (II, III, IV and VI) of the Dresden - Czechoslovak border line is proceeding feverishly to complete the line by 15 December 1952.

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The fourth page, dated 11 December 1952, with a [REDACTED] heading, contains information about four items as follows: Expansion of Henningsdorf Station; construction of passing siding on the Birkenwerder - Brieselang line; changes of the connecting curves between the Northern Belt Line and the Berlin - Velten line; expansion of the Northern Belt Line in 1953 will not be carried beyond the Berlin - Nauen line because of insufficient funds.

The fifth page is an undated and unidentified photostat discussing the safety equipment and superstructure material situation. A dire shortage of material, even of signal wire, has forced the Reichsbahn to equip new lines and the outer belt lines of Berlin with manually operated switch controls. The source states that railroad men believe that if the material which the GDR lacks is not forthcoming from the West a smooth efficient operation of the railroad will not be possible. A critical shortage of material for maintenance of the superstructure has put track maintenance in a catastrophic conditions. The most severe shortage is that of switches. The source notes that illegal shipments of this strategic material are going via water to Leningrad and from there via rail through Brest to the GDR marked as Soviet shipments. Even imported rails are being rebuilt into switches.

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The sixth page, dated 18 December 1952, with a [REDACTED] heading, states that despite the shortage of signal facilities the Directorate General of the Reichsbahn has ordered the outer freight belt lines around Berlin to be fully equipped with automatic light signals. The source states that the existing shortage, however, will not permit this.

Foreign-language document or a microfilm of it (A 14454) is obtainable from CIA Library
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